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DEPARTMENT OF TRANSPORTATION

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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PUBLIC MEETING

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SAFETY PERFORMANCE STANDARDS PROGRAM MEETING

+ + + + +

STEVE KRATZKE

ASSOCIATE ADMINISTRATOR, SAFETY STANDARDS

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SHENANDOAH I AND II
TYSON'S WESTPARK HOTEL
8401 WESTPARK DRIVE
MCLEAN, VIRGINIA

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THURSDAY, SEPTEMBER 14, 2000

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Original

P-R-O-C-E-E-D-I-N-G-S

(9:50 a.m.)

MR. KRATZKE: Everybody ready for this?

I know I am. I'd like to welcome all of you to Washington. It's been an interesting last couple of weeks. For those of you who don't know, Dr. Sue Bailey is now in place as NHTSA Administrator. I thought of asking her to come and at least meet some of you today, but you may know she has a confirmation hearing in the Senate and, for whatever reason, she's decided that's more important.

I think she's fully up-to-speed now on how NHTSA's vehicle program works, particularly defect investigations, but also perhaps updating safety standards.

I'd like to thank Mike Cammisa and AIAM for the refreshments that we have. As you are going back and eating it, raise a cup of coffee to Mike.

I have nothing to report on my two Office Directors. I am currently interviewing the candidates for Crash Avoidance. One of the things I thought was that Jim Hackney and Nobel Bowie and I seem to work

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1 together pretty well as a threesome, and since it's
2 been a long time anyway, I'd like to pick Crash
3 Worthiness and Crash Avoidance as part of a whole
4 rather than as individual pieces and see if it works
5 better. I hope to have those in place by the end of
6 the year.

7 For those of you who are really into NHTSA
8 personnel, we have hired Ken Katz from the Department
9 of Energy to fill Larry Fleming's position after Larry
10 moved on. We will see what Ken does. Some of that may
11 be figured out in our appropriations bills.
12 Nominally, Ken will be doing whatever CAFE NHTSA does.

13 I have a bunch of handouts out there.
14 First, I'd like to ask you to sign in, please, if you
15 didn't. This looks like our most intimate gathering
16 in a while, so I'd like to count how many people are
17 here. I'd also like to alert you that I plan to do a
18 survey in December about these meetings and see what
19 about these meetings is good and what could be better,
20 and also to look at are these meetings useful. Do they
21 serve a purpose, et cetera, et cetera.

22 We did one of those about five years ago,

1 but in the world of customer service I think most
2 people agree that five years truly is the last
3 century. So I'd like to have something more up-to-
4 date. And for people who are just reading this
5 transcript and aren't here now, please e-mail me with
6 any ideas, comments, whatever. I would like to know
7 how to make this more useful, if possible.

8 We have out there, of course, the agenda,
9 everyone's favorite, our Scorecard -- although I'm not
10 sure why we call it that, our batting average is
11 pretty low on this Scorecard, I think maybe we'll come
12 up with a different name -- our List of Rulemakings
13 Published, it consists of five items, and a Docket
14 Listing that we're going to hold on to for the last
15 question on the agenda, but have it handy so we can
16 all follow along.

17 With that, I think I'll just jump into the
18 agenda and see what useful information I can share
19 with you.

20 Item No. 1 asks for an update on the
21 NHTSA/Transport Canada proposal to harmonize the
22 control and display requirements.

1 I think I told people last time, Brian
2 Jonah, who is the head of Transport Canada Standards
3 and Research, wrote to Bob Shelton in 1998 and said,
4 you know, we have a standard that's slightly different
5 in the U.S. and Canada. No one has their career
6 invested in the standard. Why don't we see if we can
7 work together and produce something that works and
8 addresses the needs of the U.S. and Canadians. And we
9 wrote back and said, great idea.

10 Gayle Dalrymple, in Pat Boyd's division,
11 has been working with our counterparts in Transport
12 Canada on doing this, and we have circulated
13 throughout the Agency our ideas on what to do with
14 this. We hope to publish a proposal in December. We
15 have spoken with Canada. They plan to incorporate the
16 U.S. standard when it becomes a Final Rule. They've
17 been involved in this process from the start.

18 We've also proposed an earlier draft as a
19 Global Technical Regulation in Geneva. It's not
20 exactly being considered as that, but we have gotten
21 some suggestions and concerns from the folks who are
22 there, and we are trying to take that into account as

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1 we develop our standard.

2 We will modify the proposal for a Global
3 Technical Regulation to reflect any changes that occur
4 during our national rulemaking. So, something
5 interesting on harmonization, and it should surface in
6 December.

7 Questions?

8 (No response.)

9 If not, jumping along to a quicker one.
10 What is the status of the Standard 102 update for
11 hybrid electric vehicles?

12 At the last meeting, we talked about an
13 interpretation we sent to Toyota regarding their
14 compliance or apparent difficulties with Standard 102
15 and an engine starter, and we said we would like to
16 look at the standard and update it because it's from
17 1968, and actually before that, and make sure that we
18 are still achieving the purpose the standard is there
19 for without standing in the way of technology or
20 imposing unnecessary requirements.

21 Then we got this -- you'll be stunned to
22 hear -- we haven't assigned it to anyone yet. We

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1 don't have a schedule. It's not on our front burner.
2 There are other things that that division and Gayle
3 Dalrymple are doing.

4 We want to do this. We will probably take
5 it up next year at some point. If any of you know of
6 trends or concerns with particular designs or
7 particular vehicles that you'd like the Agency to be
8 aware of in re-evaluating the language, please get
9 that information to Gayle Dalrymple or Pat Boyd or me.
10 I'll make sure it gets to the right person.

11 Questions?

12 (No response.)

13 Boy, we're fast this morning.

14 No. 3. When does the Agency expect to
15 publish updated information regarding ABS
16 effectiveness?

17 This one is something that the Motor
18 Vehicle Safety Research Advisory Committee tasked a
19 group with doing. They've identified nine different
20 tasks as part of a research program. They have
21 completed most. They are finishing up the remaining
22 ones.

1 What we've learned is that it appears that
2 the ABS hardware is functioning as designed. As for
3 the data that we have, we've reviewed the latest IHS
4 study of ABS effectiveness in fatal crashes. For
5 those of you who haven't seen it or aren't aware of
6 it, it indicates a slight positive benefit, which is
7 something they had not found heretofore. According to
8 Chuck Kahane, Dr. Kahane, of our Plans and Policy
9 Office, the Agency's data agree with the most recent
10 IHS data. We will publish our report on effectiveness
11 probably in December. It's near. We're still doing
12 data runs. We'll get it out.

13 Questions?

14 (No response.)

15 If not, we're jumping right along. Yes?
16 Could you identify yourself?

17 MR. RICE: Jack Rice, Arent, Fox. Which
18 part do you agree with?

19 MR. KRATZKE: We'll publish all of that.
20 I just read them sometimes. When it comes from me or
21 my office, I'll be happy to respond. When it comes
22 from elsewhere, I just read them. If you ask

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1 compliance questions, I'll read whatever Mr. Weinstein
2 puts down, promise.

3 Item No. 4. Is there anything new to
4 report about our investigation of possible ABS
5 performance requirements for light duty vehicles?

6 This is intriguing. Last time I think we
7 reported we have initiated research that will be
8 conducted over the next two years to look at
9 performance requirements for light vehicle ABS, are
10 they necessary?

11 The European standard has such
12 requirements. You don't have to have ABS but, if you
13 do, the ABS must do this, or the vehicle must do this
14 with the ABS on it. We are evaluating the European
15 requirements. It's a two-year testing program. For
16 those of you who know about testing programs, little
17 has happened in the three months, so we have nothing
18 further to report. If you ask again in December,
19 we'll probably not have much more, but I'll be happy
20 to say that. But it's underway. No results. No
21 preliminary results expected 'til next summer.

22 Questions?

1 (No response.)

2 If not, No. 5 is, when will the ABS Heavy
3 Truck Final Rule be published?

4 We have a proposal out to require the same
5 braking in a curve performance test for single unit
6 trucks and buses as are in place now for truck
7 tractors. We are preparing the Final Rule now and we
8 expect to publish it around February 2001.

9 The next question, No. 6, is, describe the
10 work NHTSA is doing on medium duty trucks.

11 I don't know what this question is asking
12 about if it's not the braking in a curve proposal
13 that's out. We don't have any other work specifically
14 on medium duty truck ABS. If anyone wants to clarify
15 this, I'll be happy to try to respond. I think it's
16 the same as the previous one. So, if you need
17 clarification, let me know.

18 (No response.)

19 All right. No. 7 -- groan -- when will
20 parking brake performance requirements be included for
21 trucks over 10,000 lbs.?

22 That's a good question. We have looked at

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1 past Federal Register Notices. In a May 18, 1973
2 rule, we required parking brake requirements for all
3 vehicles with GVWR over 10,000 lbs. Apparently, in a
4 1981 Final Rule, we meant to change the parking brake
5 requirements for light trucks. It appears, just based
6 on a preliminary review, that we inadvertently deleted
7 all of the regulatory requirements for parking brakes
8 for trucks and non-school buses with a GVWR above
9 10,000 lbs. It's been in place like this for 19
10 years. The good news is we haven't seen any horrible
11 problems with parking brakes on those trucks. We hope
12 that the manufacturers will continue to provide
13 effective parking brakes. We will initiate rulemaking
14 to reinstate those requirements, and our target right
15 now is March 2001 to do that. Obviously, if we learn
16 of problems with parking brake performance, we will
17 make it much quicker than that.

18 I love this. No. 8. We're really getting
19 into brake arcane things, and I personally enjoy brake
20 arcane things. I'd be happy to explain how brakes
21 work to anyone who would like to hear it.

22 Does NHTSA plan to amend Standard 105 to

1 include a test road specification -- presumably a peak
2 friction coefficient -- for vehicles between 3500 kg
3 and 10,000 lbs GVWR?

4 Well, for those of you who don't know the
5 background of this -- and I was happily in your
6 numbers until about two days ago -- we have said that
7 as of September 1, 2002, Standard 105 will not apply
8 to light vehicles. They must meet Standard 135 at
9 that point. In Standard 135, we specify a surface of
10 peak friction coefficient of 0.9 for braking tests.
11 In our rulemaking that reinstated stopping distance
12 requirements and established ABS requirements for
13 vehicles over 10,000 lbs, we added a peak friction
14 coefficient instead of the existing skid number of 81
15 that's used for all other vehicles. So there remains
16 these vehicles that are in between 3500 kg and 10,000
17 GVWR who are not required to have a peak friction
18 coefficient for the test surface of 0.9. Instead,
19 they use a skid number. Got it? I don't either.

20 The skid number is 81. This typically
21 corresponds to a peak friction coefficient of 0.9. We
22 have no immediate plans to change the surface

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1 specification because we believe they are equivalent.
2 We will do so when we have requirements for vehicles
3 in that category, or if I understand some need to do
4 it. If anyone has test problems and thinks this is a
5 major deficiency that requires quick action, please be
6 sure to contact George Soodoo, not me.

7 Any questions?

8 (No response.)

9 If not, here we are all the way up to
10 lighting, No. 9. Please provide an update on our
11 planned recodification and simplification of the
12 lighting standard.

13 I confessed last time that when I became
14 the Crash Avoidance Director I said this is one of my
15 priorities. Now it's not.

16 (Laughter.)

17 My best guess is Final Rule for the
18 headlight parts January 2001, the NPRM for the rest of
19 the standard probably July 2001 because of other
20 priorities.

21 Speaking of which, No. 10, please update
22 the status of the DRL requirements. There are people

1 who thought that we were going to have a rule out on
2 that last year. There are people who thought we were
3 going to have a rule out on this this year. Well,
4 we're hoping. But our best guess at this point is
5 March 2001.

6 I have in front of me some text that says
7 I have been hounding the person working on this, and
8 he is slowly responding. I don't want to get into
9 that.

10 This is probably my second highest
11 priority in lighting. I only have two that I think
12 are significant now. Mr. Finkelstein, who is an
13 independent consultant, I believe, asked if that is a
14 Final Rule. Yes, it is. The Notice of Proposed
15 Rulemaking was published in 1997.

16 Item No. 11, what is the status and
17 anticipated timing of an SNPRM about LED lamps for
18 external lighting?

19 For those who are interested, this is not
20 my other lighting priority. We are going to publish
21 a Final Rule. Our best guess now is April 2001. We
22 may follow that up with an NPRM to resolve some

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1 outstanding issues. We are not going to a
2 Supplemental Notice. Those who have heard my little
3 pitch before know that I think it's important that we
4 get a Final Rule out on this. I won't give the pitch
5 again. And with that, it is time to turn the page.
6 Crumple, crumple.

7 Here we are on No. 12. Will NHTSA be
8 issuing a notice on glare in September? No. Will
9 there be a request for comments or an NPRM?

10 This is my lighting priority. This one is
11 the one I want out more than anything. We have
12 received hundreds of letters of complaint about glare
13 in the last year. Before that, we had received
14 hundreds more that we put in the docket. At some
15 point, as a Government Agency, you need to move past
16 "gee, there are hundreds of cranks out there" and see
17 if maybe there is something you can do.

18 What we are going to do is list the
19 sources of glare that have been specifically
20 identified in the letters, give what information we
21 know about those sources -- for instance, light truck
22 headlamps are mounted significantly higher than

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1 passenger car headlamps. That moves the headlamps up
2 to an area where it's right in your eyes.

3 High intensity discharge headlamps we know
4 have dramatically more light below the horizontal and
5 wider. Now, of course, as we are reading these
6 letters, I was thinking, well, good thing no one has
7 put high intensity discharge headlamps on light
8 trucks. And my staff sort of smiled at me and said,
9 "They have". And I said, "Oh, good".

10 So we are going to see if we can put out
11 a notice that identifies a range of options that we
12 could take. We hope that one of the options that's
13 already going on -- maybe we are the only ones who are
14 getting complaints, in which case it is important for
15 us to share them -- we certainly hope that the safety
16 offices of the various manufacturers are already
17 looking at this issue themselves. More on that
18 subject later.

19 This one is something I promise will be
20 out by the end of the year -- promise -- that's the
21 only time you'll hear that from me today, the rest of
22 these are guesses. This one will be out.

1 No. 13. Please provide an update of
2 geometric visibility.

3 It's not important to me. It's an issue
4 that was a large harmonization issue. We have bigger
5 lighting things to do and we need to get those done.
6 We have spoken with people -- we have read the
7 comments. The comments seem to agree that the
8 European method of specifying geometric visibility
9 which is more demanding than the current SAE standard
10 is the preferred approach. Because of harmonization,
11 we think that is a good safety result. We have met
12 with the Truck Manufacturers Association, who have
13 told us they will be providing data to support a
14 longer lead time for some of their vehicles for
15 geometric visibility. We are proceeding with a
16 Final Rule that we expect to publish this winter. For
17 those of you who are tracking, winter ends March 21
18 sometime. It can be adjusted depending on how the
19 groundhog does on February 2nd.

20 No. 14. Please provide the status of
21 NHTSA efforts regarding Visual Optical Aim.

22 This is a puzzling question and I think we

1 should have contacted people. I'm going to give a
2 short answer. It may or may not be what the
3 questioner was hoping to get. If it's not, please
4 ask.

5 For those of you who remember, we did a
6 negotiated rulemaking in 1995 that agreed upon the
7 idea of visually or optically aiming lamps. One of
8 our concerns when we started this is that most folks
9 who are aiming lamps go shine it on a wall, squiggle
10 it around and do that. The problem is that with U.S.
11 beam pattern, if you did squiggling on a wall and do
12 this, you aren't coming close to aiming it correctly.
13 That didn't stop people from doing it and that didn't
14 stop people who are inspecting it from doing it, but
15 it was completely useless.

16 So we thought one of the things we need to
17 get is a procedure where a person who is trying to aim
18 it can do it successfully in the field, and we came up
19 with an agreement to have a cue in the beam pattern
20 that would allow you to know, okay, when this line is
21 at this point, I've got it. For horizontal aim, we
22 said we want to eliminate the aiming screws. We want

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1 to make it so that when you install the lamp in the
2 vehicle, it is correctly aimed. We don't want people
3 to aim it unless they have a VHAD -- this is one of my
4 favorite acronyms -- it's Headlamp Aiming Device -- V
5 -- anybody want to suggest -- visual, vertical --
6 vehicle, of course, -- Vehicle Aiming Device -- VHAD.

7 Well, we now have petitions. One of the
8 petitions says we don't want to use a VHAD, but we
9 want to fool around a little bit with the horizontal
10 aim because there are sometimes these large gaps
11 between the facia of the vehicle and where the
12 headlamp goes in and it looks really crummy, can't we
13 just "squeech" it a little.

14 And the other petition is that some lamps
15 now are so separate that the upper beam and the lower
16 beam -- which have always been aimed with one aiming
17 screw -- be allowed to have separate adjustments so
18 that people who are in the field who want to fix this
19 can go do that.

20 I will spare you the long editorial at
21 this point -- no, actually I won't.

22 Most of the issues about these aiming

1 involve a desire, which we ordinarily think is fine,
2 to design a cool-looking lamp that doesn't cost too
3 much. Usually, cool-looking, not expensive is good
4 stuff, but here these headlamps are actually safety
5 devices, so cool-looking, not cost too much, but work,
6 is something we are looking for -- the "but work" part
7 -- and one of the concerns with "skootching" it to
8 make it look like it fills in the gap with the fascia
9 is that there really is no way to aim it. So, you can
10 "skootch" it, but what effect does it have? Oh, it's
11 great. And someone else can "skootch" it and say
12 that's great, too.

13 We are studying these petitions, and we'll
14 get back to you. Is that the question people had on
15 the subject? Interesting, anyway. Who knows?

16 Moving along, No. 15, when do we intend to
17 respond to GM's petition regarding deceleration
18 activated brake lamps?

19 We actually did. We granted the petition
20 last week, but moving beyond that immediate piece of
21 information, General Motors raised in this petition a
22 very interesting concept. The concept is that what

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1 we've always relied upon for activating the stop lamps
2 is the driver putting their foot on the brake, and
3 that goes back to the 1930s at least, because that was
4 the only way to do it.

5 Is that really the most important cue for
6 a driver when you want a following driver to stop? Is
7 it when someone has just touched the brake, or could
8 it be perhaps based on a rapid deceleration, or
9 something like that? With the sensors that are now in
10 vehicles, could we use something besides that to be
11 the cue?

12 The answer is, we are studying it. We are
13 thinking about it. The concern I expressed at the last
14 meeting is that whatever we do, it will be the same
15 cue on all vehicles. One of the concerns, the only up-
16 front concern we had with the General Motors petition
17 was it appeared that there were several options for
18 when stop lamps would come on. We want it to mean one
19 thing, and mean that thing on all vehicles. But we
20 are considering the petition. We think it is an
21 interesting chance for us to update where we are, and
22 we'll get back to you. I don't have timing.

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1 I hope we have some consensus perhaps by next summer.
2 There are other things we are doing. Now, that's a
3 nice segue.

4 I think this question was dropped in
5 probably as a nice, innocent little thing. No. 16.
6 Please update the steps NHTSA plans to take regarding
7 the petitions for rulemaking to simplify the tire
8 standard.

9 Well, NHTSA plans to do quite a bit with
10 its tire standard. Some of you may have heard Dr.
11 Bailey promise that we would have a proposal to update
12 our tire standard out by the Spring of 2001, and she
13 pledged she would try to accelerate that.

14 The petitions that we got from these
15 organizations that are shown here ask to use the
16 European high speed test. It's a higher test speed
17 than ours is for a shorter duration. We think it's a
18 good starting point. We are going to be looking at a
19 lot of information for the rest of this year on tires.

20 That leads nicely into No. 17. Please
21 provide the latest updates from the Tire Working Group
22 that met in the Hague last week. We had a meeting in

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1 Washington in November of '99. We published a Notice
2 in the Register to invite people, anybody who wants to
3 see what happens in the Tire Working Group, come on
4 down. And we had a few people show up. They listened
5 for half an hour and realized they had no idea what
6 was going on, and everyone left. I think it might
7 have a different reaction now.

8 In the Hague, the United States Delegate,
9 George Soodoo, from my office, said that the United
10 States is going to proceed with an updated tire
11 standard. We are going to have whatever information we
12 can gather -- and we've spoken with vehicle
13 manufacturers, tire manufacturers, and others, test
14 facilities, et cetera, to give us any information they
15 can. We don't have time to run a lot of independent
16 testing. We probably will have to tweak existing
17 requirements. We will do that.

18 We indicated that we would like to
19 continue working with the Working Group that's here.
20 We actually have learned of information from Japan and
21 the United Kingdom that we think is helpful. The
22 Working Group reported this to the full meeting in

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1 Geneva, of the acronym GRRF, yesterday, and the chair
2 of that Group of experts, Mr. Fendick of the United
3 Kingdom, said that they understood the need for the
4 United States to move ahead by itself on this. They
5 appreciate the United States trying to keep them
6 involved in the process, and we're looking for good
7 things from that.

8 Questions? Please don't.

9 (No response.)

10 No. 18. What is the planned timing for
11 the tire bead unseating test research?

12 The tire bead research, we published a
13 solicitation in the Commerce Business Daily and
14 Requests for Proposals were due September 5th, just
15 over a week ago. A well known test lab contacted us
16 a week or so before that and said that they were
17 rather preoccupied with other testing now, tire
18 testing, for different people, and they wouldn't have
19 a chance to do a good response, a good proposal, and
20 asked if it could be extended until October 6th.
21 Since we are one of the people who was asking them to
22 do testing, we agreed that, gee, that's fair enough.

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1 So the proposals are now due from everyone October
2 6th.

3 Our Statement of Work calls for testing to
4 be completed with a final report delivered to the
5 Agency within one year of the award of the contract.
6 So we are hoping that would be certainly by the end of
7 2001. We have said in the Working Groups and to the
8 GRRF that the United States tire standard will always
9 have some form of bead unseating based on the dynamic
10 test results we got in our rollover effort.

11 Any questions?

12 (No response.)

13 If not, jumping right along to agenda Item
14 No. 19. Oh, boy, this is sad. People didn't know
15 about the Norton action. For those of you who weren't
16 aware of it, Mr. Dee Norton lives in the State of
17 Washington. He had a grandson, C.J., who was playing
18 in their apartment parking lot and C.J. was backed
19 over by the diaper delivery truck. C.J. was killed.
20 Mr. Norton said that the driver of the truck didn't
21 have a chance. There was no way he could see anything
22 of C.J.'s size behind his truck. So he asked us to

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1 amend our mirror standard to require convex crossview
2 mirrors on the back of vehicles like that.

3 On June 17, '96, we published a Request
4 for Comments. Since then, we've collected crash
5 statistics to quantify the problem. Most deaths from
6 backing crashes occur like they did to C.J., in
7 parking lots, in off-road situations. Those deaths
8 never will, and do not appear in our FARs or NASS. So
9 if we rely on those data sources, we will always say
10 "not much of a problem". We have worked with states
11 to get data that we will publish. We've conducted
12 tests on some new rear object detection systems, some
13 of which are now available to the public, offered on
14 vehicles. We've conducted research on rear crossview
15 mirrors. We've looked at this. We're going to
16 initiate rulemaking to establish performance
17 requirements to assure visibility in a specified area
18 to the rear of those vehicles. We hope we'll get
19 useful information about experiences from companies
20 that already have it on there -- many do -- and we
21 expect to publish an Advanced Notice in November. It
22 will be an ANPRM because we have our concept down, we

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1 need to fill it in with some more details.

2 No. 20. Is everybody still awake? What
3 is the revised Standard 118 update timing, and what is
4 the status of the research into the injuries caused by
5 power windows?

6 Okay. These are two separate issues. The
7 first refers to a petition we got from a Mr. Moore to
8 require window switches to prevent inadvertent
9 closing, et cetera. We put out a Notice of Proposed
10 Rulemaking for this saying that, gee, there's a simple
11 technology that's already in quite a few vehicles.
12 Looks good to us. And the comments back were that it
13 might be inexpensive, but there's no data whatever to
14 show a problem. And we searched a lot of sources and
15 we can't find any data, but we have entered into an
16 agreement with the National Center for Health
17 Statistics to get death certificate information from
18 all of the states. These would obviously resolve once
19 and for all the issue of whether or not there are any
20 deaths or injuries. Working from death certificates,
21 we should be able to do this.

22 We are getting the death certificates

1 right now. What we plan to do is sanitize the data to
2 make sure there are no personal identifiers,
3 obviously, and put it into a database. When we have
4 this information, which we expect to have by the end
5 of the year, we will study it and prepare a
6 preliminary report from this pilot study. April 2001
7 for the pilot study. If it proves fruitful, we will
8 continue it. We've asked for data from the year 1997.
9 Obviously, we'd like to track two more years on both
10 sides of 1997 so that we have five years and could
11 assure there were not any one year anomalies

12 The second thing, we had a proposal out to
13 test noncontact window reversal systems that detect
14 objects by infrared reflection. We currently test
15 with a steel rod that you poke in there, bring up the
16 window and you can't crush the rod. The infrared
17 systems that have been designed don't rely on the
18 force that is squeezing the finger with, it says "Aha,
19 there is something there that looks like or may be an
20 extremity, reverse". And we thought, well, that's a
21 good idea. That certainly addresses all our concerns
22 about preventing injuries. In fact, it may do it

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1 better than something that contacts it and then stops
2 that amount of force.

3 It's a difficult technical issue for us
4 because there aren't a lot of these things to test,
5 but we are preparing a notice that will be a Final
6 Rule, and it will amend Standard 118 to permit these
7 systems, and we expect to publish that in December.

8 Questions? There already was a proposal.

9 Item 21 is update the timing for the NPRM
10 to facilitate the electronic accelerator controls.

11 This is something the Agency has spent a
12 lot of time on. We've had smart engineers talking
13 with each other, making sure we get all of this nailed
14 down. I think we have it now, and we expect to have
15 a proposal out in December.

16 The next question sort of follows up on
17 this, asking about our intentions to regulate "by
18 wire" systems, which includes steering, braking,
19 accelerating and transmission selection. Will they be
20 combined and how will we ensure consistency?

21 They are really different aspects of
22 performance you are talking about. I'm not sure we're

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1 really looking to ensure consistency. What we are
2 looking to do is make sure that we are addressing
3 safety concerns and not standing in the way of
4 advanced technologies.

5 So, for transmission selection by wire, we
6 had a petition from BMW a while ago. We looked at it.
7 They said, well, it has to be different. And we said,
8 are you sure? This "Park, Reverse, Neutral, Drive,
9 Low" thing has worked pretty well for 30 years. Are
10 you sure you want people to be able to shift from
11 Reverse directly into Drive, say? Do you want people
12 to go from Park to Drive as their next choice? And we
13 got a follow-up letter from BMW saying they'd thought
14 about it and they'd modified their system so they now
15 don't have any problem with it.

16 If someone is aware of problems with this,
17 we'd like to know it. Is it standing in the way of
18 electronic transmission selection? We're aware that
19 a lot of vehicles have that now. BMW's was noteworthy
20 because it was a joystick, but many current vehicles
21 already use electronic selection of transmission
22 positions.

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1 Accelerator controls I just talked about,
2 you know what we are going to do. There our purpose is
3 to make sure that we don't have runaway vehicles when
4 there is a fault in the accelerator control system.
5 It's the same purpose as when you have mechanical
6 linkage.

7 For brake by wire, we have again the same
8 concerns. Right now, electronic braking is primarily
9 something used on heavy vehicles. On those vehicles
10 right now we have a requirement for a redundant brake
11 system. If there is a failure in one, you still have
12 a backup system.

13 What we have gotten so far when people
14 talk about electronic braking is, can we do away with
15 the backup system? And our answer has been, okay,
16 what is the fail-safe? And the answer is, we're
17 looking at it. And so we are looking at it.

18 Steer by wire. We don't regulate steering
19 right now. If there is a particular problem with the
20 electronically controlled steering, certainly we can
21 look at that, but we don't plan to start a new
22 regulation in an area just because it might be done

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1 electronically rather than by conventional mechanical
2 means.

3 Questions?

4 (No response.)

5 If not, we have finished Crash Avoidance
6 and we are almost ready to turn the page. But, first,
7 this one.

8 On April 5, we issued an NPRM proposing to
9 amend the upper interior requirements for 201 to move
10 the minimum distance from multiple impacts from 150 mm
11 to 200 mm based on what we'd done.

12 We were asked to extend the comment
13 period. After we did that, no one else commented. We
14 don't feel jerked around, by the way. We did get two
15 comments from the interested public. One said "Your
16 idea is okay, but you have to do all this". The other
17 one said, "You need to do a phase-in". We're probably
18 not going to do a phase-in. We probably are going to
19 spend time testing out the proposal for technically
20 different changes to what we had.

21 When we finish that testing, we hope to
22 have a Final Rule out approximately May 2001. That's

1 with two comments on something that obviously the
2 public doesn't really have much interest in. And
3 with that, we can turn the page. This one is quieter
4 because we're just flipping from one side to the
5 other.

6 No. 24. Can you update us on the
7 plans/status of its evaluation of 201, can you move it
8 up in priority?

9 This is from Chuck Kahane. The evaluation
10 of Standard 201 will be one of, if not the, highest
11 priority evaluations in the coming years. The
12 standard is now being phased in. It will conclude
13 with all model year 2003 vehicles. NHTSA will
14 evaluate cost and effectiveness as soon as the
15 requirements have been implemented in enough vehicles
16 to provide an adequate database. We expect to begin
17 cost analysis in late 2001, and crash data analyses in
18 2003 or '4. To prepare for the crash data analysis,
19 we are going to acquire test data on pre-standard
20 vehicles to compare with compliance test results. We
21 will do gathering performance of older pre-standard
22 vehicles as well as look at compliance testing in

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1 2002.

2 Given the time frame for this evaluation,
3 it is a high priority, but we are hoping that it will
4 be approximately 2005. It's not from a lack of desire
5 or thinking it's not important, it's because we won't
6 have the information anyone will need to do a
7 meaningful evaluation until about 2004.

8 Next question. What is the status of 202
9 seeking to harmonize seatback height/strength
10 requirement with European standards? Do we still
11 expect to issue an interim rule?

12 This is confusing to me. We expect to
13 publish this NPRM probably realistically, I would say,
14 October. It is currently being reviewed by the Office
15 of Management and Budget. As to characterization of
16 it in here, okay, if that's what you want to call it.
17 I've said at previous meetings that what we are going
18 to do is allow compliance with the European standard
19 on an interim basis as the standard is being phased
20 in. Once the standard comes in, it will have
21 requirements that are beyond what are in the European
22 standard. And so it won't be an identical

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1 implementation of the European standard, but if that's
2 what you meant, then we're speaking the same language.

3 Question 26. Remember how Bob used to
4 have these groaners? He'd just say, "I'm not
5 answering these anymore". This one, does the Agency
6 still plan to issue a Final Rule in September invoking
7 the updated ANSI standard in Standard 205?

8 For those of you who don't know about it,
9 we currently use a 1977 ANSI standard with a 1980
10 supplement. We were asked, could you update it to
11 1996? Sounds pretty good.

12 We published the NPRM on August 4, 1999.
13 We have gotten the comments. We are studying them.
14 We hope to have it out soon. We are now planning to
15 publish a Final Rule in March of 2001. The reason for
16 that what may seem extraordinarily long time is that
17 the people who work on this work on other things that
18 are significantly higher priority than adding a 1996
19 ANSI standard. But, no, it won't be in September, it
20 will be six months later, at least as of now. Check
21 back, it may be later than that.

22 Question No. 27. Please provide the

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1 status and any new information regarding the
2 harmonization of glazing.

3 There have been no meetings in Geneva
4 since our last meeting. The 1998 agreement has gone
5 into effect. Russia became the eighth signing
6 country, so it is now in effect. We said last time
7 that when this global technical regulation on glazing
8 came up, one of the issues was that the European
9 countries had asked could the United States provide
10 data on the performance of our headform in glazing so
11 that it could be compared with the performance of
12 European requirements on the same thing. We thought,
13 that's great. When you are gathering information and
14 having people look at it, that's the way it ought to
15 work. So we said we'll do it, and we asked the
16 industry, can somebody get us the test frame and the
17 test specimens and we will do the testing at our
18 Vehicle Research and Test Center in their spare time.
19 Visteon Glass Systems has come through and said they
20 will lend us the test frame and we'll have the data
21 and probably be able to take it back to the group of
22 experts that's looking at this in the winter 2001

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1 meeting. That's the update. Probably after the next
2 meeting we'll know more.

3 No. 28. We said that an NPRM proposing
4 changes to Standard 206 is expected in September.
5 This one is pretty good news. We plan to publish a
6 Notice of Proposed Rulemaking to update our door latch
7 standard in October. It's very near.

8 Question 29. Please update the status of
9 the Standard 207 NASS database analysis.

10 What we are doing on Standard 207 -- I
11 think it was last meeting I kept referring to Mr.
12 Saczalski and hoping he wasn't dead since he
13 petitioned us in July 1989. We have come to an
14 agreement that we are going to do everything that we
15 are going to do in this area by the end of this year,
16 and we will have a regulatory decision in April. It
17 will be an NPRM, if we can justify that. It will be
18 a throwing up of our hands and saying "too hard for
19 us, we just can't solve all these issues, needs
20 research for the foreseeable future, and we're
21 terminating rulemaking". But something will be out in
22 April. We'll let you know.

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1 We currently are looking at NASS cases.
2 We are also trying to have someone develop a seat, a
3 stronger seat, that we would then run tests on, sled
4 tests, and compare it with current seats and then
5 analyze the performance of it in those tests and how
6 much it would cost to make such a seat. We will have
7 all that by the end of the year. We will have
8 something out in April.

9 No. 30. Can I provide any insights --
10 probably not -- into out-of-position test procedures?

11 We've gotten quite a few petitions for
12 reconsideration of the advanced airbag Final Rule. I
13 think there are 16 now. We are also getting a lot of
14 requests for interpretation or clarification about
15 dummy positioning and the gray zones that we have, a
16 whole bunch of things.

17 We are working diligently to resolve this.
18 I have a date here of December to get it out. I think
19 that's awfully optimistic given that it presumably
20 needs to be reviewed by a number of people outside of
21 NHTSA, but we will say December. Mr. Hitchcock.

22 MR. HITCHCOCK: Ralph Hitchcock, from

1 Honda. In this regard here, you know, when you guys
2 made the NPRM, you had one set of positions and in the
3 Final Rule you made some changes that actually
4 radically changed the positions of the dummies, and
5 since we're all really working hard on advanced
6 airbags we'd really like to get it resolved. And one
7 of the things you may want to consider is a workshop
8 at Ohio or something like that where the manufacturers
9 could come, too, so we don't jump yet to another set
10 of procedures that results in some unexpected
11 consequences.

12 MR. KRATZKE: I think that's a very
13 constructive idea. A number of the issues are things
14 that I'm not sure are going to be resolved in a
15 workshop, but there are an awful lot of position
16 questions, dummy position questions, and what you saw
17 in the Final Rule was based on some quick work out in
18 Ohio with us trying to make sure we put the dummies in
19 positions we wanted and that we described it fairly.

20 It's probably useful to have a public
21 meeting out there and see, okay, here's what we said,
22 are there problems? I'll take that idea back. I

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1 think that's a good one.

2 MR. JONAS: Steve Jonas, Volkswagen. I
3 kind of support what Ralph -- I hadn't thought of it
4 before -- we did a similar thing in 201, which was
5 another standard that had test complexities. But you
6 mentioned some of these issues are outside the Agency.
7 I mean, the test procedures, which are our priority,
8 I don't see -- why would they have to go outside the
9 Agency, or what ones would have to go out?

10 MR. KRATZKE: The Notice goes outside of
11 the Agency that responds to Standard 208. It's what's
12 classified as a major rule, and those rules are
13 reviewed and approved by the Office of the Secretary
14 and the Office of Management and Budget.

15 MR. JONAS: Yes, but we're talking here
16 about responses to petitions on technical
17 clarifications and so on.

18 MR. KRATZKE: Some of them.

19 MR. JONAS: But some of them that you
20 require an amendment to the standard, those would have
21 to go out, right?

22 MR. KRATZKE: No. We will respond to the

1 advanced airbag petitions in one Notice. We won't
2 split it up and say, okay, here's this, here's that.
3 We are trying -- we have people working a lot on this
4 subject to resolve all of the issues. We expect to be
5 hammering it out and be able to kick it out of NHTSA,
6 then it has other reviews and there's nothing NHTSA
7 can do about those other reviews.

8 MR. JONAS: Okay. I guess what I'm saying
9 is some of it requests for interpretation or things
10 that would be answered in a test procedure. One of
11 the problems is there's no TP to follow up on the
12 requirements.

13 MR. KRATZKE: What a great segue. Can I
14 --

15 MR. JONAS: Yes. And those issues could
16 be done without going outside the Agency and extending
17 the time. So maybe, you know, what I'm suggesting,
18 those things that require an amendment to the
19 regulation or that have to do with maybe a policy
20 judgment, I could see those involving -- but those
21 that are test procedure related or definitional
22 clarification, that would be either answered in a test

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1 procedure or by a chief counsel opinion response to a
2 request for interpretation. We'd like to have those
3 accelerated as quickly as possible, and I hope that
4 NHTSA is working to separate what they can do on the
5 internal process and what they can do or has to be
6 done through the rulemaking and then that requires
7 outside review.

8 MR. KRATZKE: I think that the whole thing
9 will require outside review. I will look and see what
10 we can do on that. And interpretation has the same
11 problem as the test procedure. Either one you do
12 after you've decided on the requirements. Once you
13 know what they are, then you can interpret it and you
14 can draw up a test procedure to implement them. As
15 long as the requirements are in flux, it's kind of
16 hard to do a test procedure.

17 MR. JONAS: Right. And in the meantime,
18 we've got a lead time and we're trying to begin our
19 own testing.

20 MR. KRATZKE: Here's hoping.

21 MR. JONAS: So, that's why I think maybe
22 a workshop or -- I don't know -- some other way to get

1 together industry and Government people and say, you
2 know, here are the things that we can clarify and
3 answer, here's what relates -- doesn't relate
4 necessarily to changing requirements, it just relates
5 to how you conduct testing or interpret existing
6 requirements, and get those out of the way, and then
7 the other things that require, you know, some other
8 decisions, then at least we know where we are.

9 MR. KRATZKE: I'll consider it. I'll take
10 it back and we'll see what we can do.

11 MR. JONAS: Without going further into it,
12 I think you understand what I'm trying to say. Thank
13 you.

14 MR. KRATZKE: The test procedure question,
15 I think I just answered. The test procedure, from
16 the compliance engineer's viewpoint, they can go as
17 soon as they know what they are testing, and that's
18 not been resolved yet, so they can't. So, there you
19 are. If you have suggestions, we'd certainly
20 appreciate hearing about them, perhaps in a workshop.

21 No. 32. Please update status and timing
22 regarding frontal offset.

1 Remember I told you a while ago this was
2 something I wanted very much to get out this fall.
3 We're not going to. Our estimate here is a proposal
4 in March 2001. There are a number of technical issues
5 we are working hard on resolving. There's a world of
6 information out there that we need to digest and be
7 sure we're smart about.

8 We plan to publish a second report to
9 Congress on this specific issue. That will be done by
10 January, and you can read that and see if you can
11 figure out what we're doing, but that's our status on
12 frontal offset. It's a high priority. We think it
13 offers the potential for good safety benefits and
14 useful evaluation of occupant protection. Mr.
15 Humphrey.

16 MR. HUMPHREY: Dick Humphrey, GM. In some
17 of the tests you have been running, you've been
18 testing at 37.5 miles an hour. Is there some
19 explanation for that, or is that beyond the scope of
20 what you might know about this at this point in time?

21 MR. KRATZKE: Actually, it's something I
22 do know about. It's beyond the scope of what I'm

1 going to respond to. Yes, we have been doing testing.
2 Yes, it has been at 60 km an hour. That's correct.
3 Sorry, I can't be very enlightening.

4 No. 33. Please update status and timing
5 to incorporate the 95th male into 208.

6 Well, interestingly, I'm sure you know,
7 first, we'll move it into our dummy regulations and
8 then we'll think about whether it belongs in 208. All
9 the scheduled shakedown tests of the 95th dummy have
10 been completed. Our Vehicle Research and Test Center
11 out in East Liberty has generated a test report that
12 identifies some concerns and issues we have in some
13 areas. The SAE Dummy Task Force met in late July to
14 review the test results and determine the status of
15 efforts, and there's the usual disagreement between
16 the two parties who are responsible for the design of
17 the dummy and they can't agree on the design details.
18 The SAE hopes to resolve these differences by sometime
19 this fall. First updated prototype models they look
20 to have available this winter, so perhaps we'd have
21 something about the end of 2001, based on that.

22 This is close -- those of you who have

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1 dummy things know, it takes a long time and it takes
2 an even longer time when the two manufacturers
3 disagree with each other. Any questions?

4 (No response.)

5 If not, moving right along, No. 34 asks
6 for an update of the status of our 214 Effectiveness
7 Study.

8 We got four comments on our '99 evaluation
9 report. We sent a summary of those comments and the
10 Agency response to our Docket. It's available in 6545,
11 if you go into DMS. This work essentially concludes
12 Phase I of our evaluation, which is to look at TTI in
13 1981 to 1993 passenger cars, the vehicles that were
14 originally subject to it.

15 Our Phase II would be an analysis of the
16 effect of Standard 214 in '94 to 2000 cars. We are
17 going to perform Standard 214 on seven pre-standard
18 vehicles to get data on how did they do before the
19 standard, how did they do after the standard. We're
20 going to do crash data analyses over those six or
21 seven -- I never know how to do this -- '94 to 2000 --
22 count, somebody -- those years in 2001 and 2002. We

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1 expect to have something around 2003 that reflects lab
2 test results and real-world experience with those
3 vehicles.

4 And now the noisy page turn. This is one
5 of my favorite. I'll make up for this later.

6 In early August, we got a comprehensive
7 set of protocols for evaluating side airbag systems.
8 Can we comment on it?

9 Yes, I'd like to. One of the things that
10 I think we haven't done a good job of articulating and
11 perhaps has been an ongoing problem is a larger
12 philosophical one. We agree that the Government,
13 NHTSA, has a responsibility to evaluate the
14 performance of side airbags. In fact, we have a test
15 program that R&D has in place that is going to do
16 that.

17 What Dr. Martinez was talking about, what
18 the Agency was doing in 1999, with asking for the
19 development of standards, wasn't suggesting that the
20 Agency wasn't going to do anything, it was suggesting
21 that in the United States we don't hold back technical
22 advances because we don't have a standard for it yet.

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1 We trust that people will not put
2 something out that no one has looked at the safety
3 consequences of doing. And we hope that manufacturers
4 routinely consider the safety consequences. Since
5 this was an emerging area, it seemed like it would be
6 a useful one to get coordination and a consensus of
7 what should be looked at.

8 NHTSA now will use these side airbag
9 protocols in its research and in its testing to see
10 does this identify the problems. What can we say
11 based on this? We will decide if there is a need for
12 follow-up NHTSA action. Is this voluntary standard
13 doing or not doing what it should have done?

14 It's not saying that -- well, we've been
15 accused of all kinds of things on this issue. I think
16 we haven't done a good job of articulating why we did
17 this. Does anyone have any questions on it?

18 What NHTSA is doing to specifically answer
19 this is, it will be a point that we examine very
20 closely in our research. Meanwhile, we hope that the
21 benefits of this will be that the manufacturers who
22 are introducing side bags will ensure that they meet

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1 the requirements. The bottom line would be good
2 safety protection for the American people, earlier
3 introduction of advanced technology with reasonable
4 safety assurance. We hope it's a win-win for everyone.
5 Questions?

6 (No response.)

7 If not, moving on from my most interested
8 to perhaps my -- well, no, not my least.

9 No. 36. What are we going to do about
10 Standard 216, which has special provisions that expire
11 October 25, 2000?

12 Good question. We are going to extend
13 that option for one more year. We think we have a
14 technical position that we agree on, but we're not
15 going to have it drafted and out by that date so we
16 will extend it for another year, and then we will
17 follow up this year with a more permanent response.

18 No. 37. Have we reached a decision about
19 what we're going to do with all the research we've
20 done on roof crush?

21 Now, that's a good question. We've
22 completed all our testing. I've said I don't want

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1 anymore. We're going to work with what we have and
2 make a decision with what we have, and then if we need
3 more testing we can continue this. We will have some
4 Agency decision in November. How that will be
5 communicated to you, I don't know. We'll make sure it
6 is. November. We have all the data we need. We need
7 to have a meeting of the senior staff of the Agency
8 and decide what we want to do with that.

9 No. 38. When are we going to publish our
10 Child Safety Plan?

11 The quick answer is this month. I was
12 going to do as a hot topic for this meeting the Child
13 Safety Plan, and have someone come in and give a
14 presentation on what we're doing, however, everyone in
15 the Agency has been briefed on, is on-board with the
16 Child Safety Plan, except there is this woman, Dr. Sue
17 Bailey, who is getting briefed on it tomorrow, and I
18 thought probably it's a good idea for her to hear it
19 before we unveil it. So, it should be out. We will
20 publish it for public comments. We expect to do that
21 this month.

22 Questions?

1 (No response.)

2 No. 39. In a July 10th interpretation we
3 said we were going to do another Final Rule on
4 Standard 221.

5 We expect to publish that rule in
6 December. Anybody want more? Please say no.

7 (No response.)

8 Good. No. 40. Update status and timing
9 of a response to the remaining petitions for
10 reconsideration to Standard 225.

11 Before I do this, this is the one we've
12 referred to as the "Big Kahuna". You'll notice in our
13 agenda we had one item on time. That was the Interim
14 Response to Petitions for Reconsideration with a sort
15 of safety valve mechanism. Imagine my delight when I
16 saw in my in-box yesterday a petition for
17 reconsideration of that from the Alliance. At some
18 point -- I'm not saying we've reached this -- but at
19 some point, the answer is going to be "no". Just I
20 don't care anymore. We're not even going to analyze
21 it, if we keep getting these.

22 The large issues that we still have out

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1 there are the ultimate strength, displacement, and
2 force application requirements for these anchorages,
3 the location requirements, the number and location of
4 these anchorages in vehicles, et cetera, et cetera.
5 We will publish a response to all of that by December.
6 It will be done this year.

7 As for these most recent petitions for
8 reconsideration, on this subject I have no idea, but
9 nothing will be done on it until we finish the other
10 ones, I think, but we may look and see if we can come
11 up with some way to avoid these unending petitions.

12 No. 41. What would NHTSA tell an owner
13 who is using a rear-facing child restraint in a rear
14 seating position about where to attach the restraint
15 top tether strap?

16 Well, we would tell them that NHTSA does
17 not require a tether for rear-facing child seats, and
18 that NHTSA does not have any policy or recommended
19 practices regarding rear-facing child seats that are
20 sold with a tether by the manufacturer, but, as
21 always, NHTSA would recommend that the purchaser
22 carefully read the instructions that are provided with

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1 the child restraint and the vehicle's owner's manual
2 and do what they tell you. Questions?

3 (No response.)

4 No. 42. This keeps coming up. It's so
5 popular. When does NHTSA plan to publish a test
6 procedure for Standard 225?

7 To repeat the same approach we said on
8 advanced airbags, we will have our compliance folks do
9 this as soon as we know what we are testing to. And
10 since the "Big Kahuna" is still looming, we are going
11 to wait until we have decided what, for instance,
12 strength requirements we're testing for before we do
13 a test procedure for that. That will follow hot on the
14 heels of the Notice.

15 Question 43. We've previously said that
16 we will do the "Big Kahuna" this fall. Yes, we're off
17 a little, but not bad.

18 Do we plan to allow for voluntary
19 installation of a LATCH system? If not, what is the
20 rationale? Are you nuts?

21 We will respond to this in the petitions
22 for reconsideration in December, and even though it's

1 a compelling question I think it will have to wait
2 with the other ones.

3 No. 44 -- this is an easy page turn. What
4 are NHTSA's plans to investigate and resolve the issue
5 surrounding the performance of the 5th percentile neck
6 in certain airbag tests? How are we coordinating it
7 with the R&D effort?

8 For those who aren't really immersed in
9 this stuff, Daimler Chrysler and Toyota said that they
10 believe that the dummy's neck lacks biofidelic
11 response in airbag loading and therefore creates an
12 unrealistic impact response.

13 When we got these petitions, our folks in
14 the Standards Office, the folks in Research, and the
15 folks out at East Liberty in Vehicle Research and Test
16 Center collaboratively reviewed the petitions,
17 examined the injury data we have, performed analytical
18 studies of our crash test data, and the three test
19 cases that were provided in the Daimler Chrysler
20 petition. We plan to address all of these in our
21 response to the advanced airbag petitions for
22 reconsideration and the Part 572 petition for

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1 reconsideration of the 5th female dummy, but it should
2 cheer you to know that we are trying to coordinate it.
3 We have reviewed all of the data that was provided in
4 those petitions and that we got from our own testing.

5 No. 45 is a good question. The SID IIs --
6 for those of you who don't know, that's a small adult
7 female that does side impact -- is now being
8 advertised as a production dummy. What will be
9 required to get this into Part 572? Does NHTSA need
10 an industry petition?

11 Well, I think it's safe to say that we
12 learned from our experience with frontal airbags that
13 it might be a good idea to evaluate airbag protection
14 with more than one size occupant. Side impacts are
15 certainly an important thing to evaluate when you are
16 looking at occupant protection. So a small adult
17 female certainly is something we are very interested
18 in.

19 One of the issues that's been raised
20 internally is -- and this comes up late -- well,
21 actually it comes up in the next question, but I'll
22 give a little sneak preview. If you're going to use

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1 a perhaps different side impact adult male dummy,
2 wouldn't it be simpler to scale that down to the size
3 of the 5th female and use consistent injury criteria
4 and dummy responses for all of those.

5 The SID IIs is based on a different dummy,
6 so we are trying to scratch our heads and resolve
7 that. We have already performed an initial evaluation
8 of this dummy, and we are trying to work with the
9 dummy manufacturer to resolve some issues we have. We
10 don't need a petition to put this into our standard,
11 but it would be helpful to show there is a desire to
12 use this dummy as a standardized test tool. We know
13 it's recommended in the side airbag recommendations
14 that we got from the Technical Working Group. If we
15 got an indication of interest, it would certainly move
16 it up on our plate as a near-term kind of thing, and
17 I think be useful for all of us.

18 Question 46. With regard to the WorldSID,
19 please do this. What benefit does NHTSA see in
20 continuing work to evaluate EuroSID-2?

21 A short, sweet thing is that we are
22 looking at EuroSID-2 to see if it is a dummy that

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1 offers a better safety evaluation than the current
2 SID. If it does that, then the benefits we see would
3 be better safety for the American people. That
4 excites us. One of the issues that always seems to
5 loom in dummies especially is that there's always a
6 better one. In fact, the dummy as the reason not to
7 do a standard is something that Gen. Curry came across
8 with the side impact standard back in 1990, and he
9 decided that probably perfection is a good thing, but
10 it's not bad to take something good that's there. If
11 the WorldSID delivers as promised, we'd love to
12 incorporate it. In the meantime, if we decide the
13 EuroSID-2 is an enhancement now, we'd go for it.
14 Questions?

15 Question 47. Please provide an estimate
16 of the timing for us to respond to the dummy
17 reconsideration petitions and any additional work or
18 issues that are out there.

19 First, let me read off the target dates
20 and then I'll give you a quickie. They are in this
21 order: The 6-year-old dummy we expect to respond in
22 November. The 5th percentile female, January 2001.

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1 The issues associated with the 5th percentile female
2 are being considered in the 208 advanced airbag
3 reconsideration as well. Then the 3-year-old dummy in
4 February and, finally, the CRABI 12-month-old in
5 April.

6 The major issues raised in the dummy
7 petitions are a neck moment artifact and the
8 availability of the neck shield for the small female
9 dummy. The neck moment issue will be addressed. It's
10 probably the major one. And the neck shield issue is
11 one that will also be addressed. Questions?

12 (No response.)

13 If not, we're sort of gathering speed or
14 else running out of breath. No. 48. Please provide
15 any new information on the upgrade of our Fuel System
16 Integrity Standard.

17 I am happy to report we expect to publish
18 that this month.

19 The next question, No. 49, asks, do we
20 still expect to issue a final rule in September on
21 electric vehicle crash worthiness?

22 Yes.

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1 No. 50. We said the Final Rule regarding
2 inside trunk release is expected in August. The
3 effective date would be September 1, 2001, and would
4 apply to passenger cars only. Please provide an
5 update.

6 We'll publish it next week, maybe the
7 following. It will apply to passenger cars only and
8 it will have an effective date of September 1, 2001.

9 MR. JONAS: The Scorecard says NPRM, I
10 think. You mean Final Rule, obviously.

11 MR. KRATZKE: Obviously.

12 MR. JONAS: Will it also answer whether
13 hatchbacks are covered, passenger car hatchbacks?

14 MR. KRATZKE: Yes. It will address all
15 those issues. I have to save something for when the
16 Final Rule is published.

17 Item 51. What is the current status of
18 Part 541, and do we know the timing and substance of
19 the DOJ report?

20 Yes, we do. In a July 21, 2000 letter,
21 the Attorney General submitted her findings to NHTSA
22 on the effectiveness of the Vehicle Theft Prevention

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1 Standard, and the Justice Department's recommendation
2 to expand the parts marking requirements. Under the
3 Anti-Car Theft Act of '92, the Department is required
4 to expand the scope of our parts marking program to
5 include the remaining vehicle lines, if the Attorney
6 General found that applying it to those lines not
7 covered would help reduce thefts, and we've gotten
8 such a finding. We've had an internal meeting -- oh,
9 for those of you who would like to see the Attorney
10 General's report, it's in NHTSA Docket 2000-7895,
11 available online in DMS.

12 We expect to publish an NPRM for public
13 comments in November.

14 MR. JONAS: One of the issues on that is
15 the rulemaking schedule, too. Will the NPRM cover as
16 to what model years this thing might be phased in, and
17 the effectiveness?

18 MR. KRATZKE: Yes.

19 MR. JONAS: Can you give us any indication
20 of what model years you'll be looking at in the
21 phasing in requirement?

22 MR. KRATZKE: That right now is something

1 -- we had a meeting last week in the Agency to decide
2 how we were going to respond to it. We are working up
3 on the details now. We haven't spent a lot of time.

4 MR. JONAS: There was a second issue on
5 that, too, whether the exemptions would be continued,
6 and I don't see that in the DOJ report. What is the
7 status of the continuation of exemptions?

8 MR. KRATZKE: It's something we have to
9 look at and you'll see it in the NPRM.

10 MR. JONAS: November.

11 MR. KRATZKE: November. That's just two
12 months away. We've got a lot of those holes to fill
13 in, and folks working on doing it.

14 And with that, we have a noisy page turn
15 to No. 52.

16 What efforts are we undertaking to
17 coordinate or harmonize the development of consumer
18 information programs and metrics with Europe, Japan,
19 et cetera?

20 We actually learn a lot by talking with
21 other folks. In fact, as we were trying to develop
22 our braking protocols, we spent a lot of time talking

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1 with the Japanese folks who have been doing this since
2 1995, and they gave us their test protocol, explained
3 why they made the choices they did and, in fact,
4 invited George Soodoo over to Japan in February to
5 give an update on where we thought we were and to ask
6 any questions we had. And one of the good features
7 with that, at least with Japan, I get a cool five-CD
8 set of their NCAP results and an up-to-date
9 publication of their NCAP for the 2000 model year. The
10 CDs are an interesting way to look through it. So we
11 have very close working relationships with Japan.

12 We also have very close working
13 relationships with Australia. They are very
14 interested in this. They seem to enjoy a dialogue and
15 it's an area where I think both of us benefit by doing
16 this.

17 It's been more difficult to talk with the
18 folks in Europe. They seem not quite as interested in
19 trading information. We try to be certain that they
20 are aware of what we are doing and we allow them to do
21 whatever they think is appropriate. We are aware of
22 what they do, although not with the same degree of

1 advance notice that we enjoy with Japan and Australia.

2 We think one of the things that would help
3 with this -- and it helped tremendously with Japan and
4 Australia -- is to exchange visits, but you may or may
5 not know Government travel internationally, especially
6 on something like that, is something that Congress has
7 not always been receptive to. So, we'll see what
8 happens. We intend to maintain close relations.
9 Questions?

10 (No response.)

11 No. 53 is, what is the status of braking
12 NCAP and will there be a pilot program? When are we
13 going to hold a public meeting, and where can we get
14 the braking repeatability report?

15 Okay. Well, those are good questions.
16 The status is the folks who are doing braking NCAP,
17 Mr. Soodoo, also, to his chagrin, does tires. And you
18 may have noticed Agency priority shifting slightly
19 over the last month or so.

20 The braking NCAP is something we still
21 think is important. We hope to publish a Notice that
22 sets forth our test protocol and asks for comments in

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1 November. We would have a public meeting while that
2 public comment period is open to get reactions, ideas,
3 et cetera. I don't know where it would be, we haven't
4 thought about those details yet.

5 Where can you get the braking
6 repeatability report? Go onto the NHTSA Website --
7 not DMS -- go onto the Website, go to Cars. Under
8 Cars, go to Problems and Issues, then click on Safety
9 Studies, and you will find both of our Aberdeen test
10 reports in full, in PDF, available to download or do
11 whatever you want with. It's been on our Website for
12 a while. If you don't like downloading, call Jeff
13 Woods at 366-6206, and Jeff will get you a hard copy.
14 Questions? Yes?

15 VOICE: If you're developing a test
16 protocol for braking NCAP and it's not identical to
17 the Japanese model, which I suspect it is not, is
18 there some dialogue we could have on maybe changing
19 theirs as well as (inaudible)?

20 MR. KRATZKE: Yes, and that's one of the
21 issue we'll have in a Notice. Yes, we in developing
22 this used the Japanese test procedure as the starting

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1 point. Where we made changes, it's because of what we
2 learned in our testing so far. We've shared what
3 we've learned. We've discussed it with Japan. We
4 have fairly routine contacts with them on the order of
5 once a week, talking about this. So, yes, they are
6 aware of what we are doing and why we are doing it.
7 But that's a subject that will be specifically
8 identified in the Notice and comments requested. Any
9 other questions?

10 (No response.)

11 If not, Question 54 through 58 all deal
12 with rollover, and so I'm going to pull them all
13 together and answer them all at once.

14 The first two questions are -- well, the
15 first one is, what's our timetable for evaluating
16 comments?

17 Obviously, our timetable depends quite a
18 bit on what happens in Congress the next couple of
19 weeks. For those of you who aren't aware of it, the
20 Senate has a rider in our appropriation that prohibits
21 us from taking any action to implement or finalize the
22 rollover action. We've been advised that that means

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1 we can't read comments. So we're trying to read
2 comments quickly. We won't be able to analyze
3 comments if that becomes the law, so that would affect
4 the timing.

5 Let's assume for this -- and, remember,
6 this is purely an assumption -- that there isn't such
7 a provision in our appropriation. In that case, what
8 NHTSA will do is review the comments and prepare a
9 written response by the end of this year. We won't
10 implement a program until we have responded to the
11 comments. We didn't go through the comments as a sham
12 exercise, and we want everyone to know why we have
13 reached whatever decision we reach. So we will
14 publish that. This is following through on the pledge
15 that Bob Shelton and I made in 1997, that any changes
16 to consumer information or NCAP would be preceded by
17 Notices and things that respond to the comments. One
18 of the suggestions we'd gotten from folks was that
19 NHTSA used NCAP because it was afraid of doing a Rule,
20 that it couldn't justify it and if it did a Rule,
21 you'd be subject to judicial review and all kinds of
22 requirements, and this way you get a free ride. So we

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1 decided to say we will always put out something that
2 gets the public involved in it and that explains why
3 we're doing it. We have no interest whatever in
4 sneaking anything through. That remains true.

5 No. 56 -- and, again, remember that this
6 is an important phrase -- assuming NHTSA is not
7 prohibited by Congress from proceeding, what actions
8 will we take and what's the timing?

9 I think you have an idea. We will read
10 and respond to the comments. We will make any changes
11 that seem necessary. After that, we begin testing
12 vehicles. We'll see what happens. There's an awful
13 lot still up in the air. Check back in December and
14 we'll be able to give you very conclusive responses.

15 Regarding Question 57, please summarize
16 any other Agency activities regarding rollover and
17 avoidance.

18 Right now, our Vehicle Research and Test
19 Center is performing maneuver tests with the only two
20 sport utility vehicles that are now available with
21 electronic stability control. We're certainly
22 interested in whatever insights we can gain about this

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1 technology, and what tests may be suitable to define
2 the performance of such systems.

3 For Question 58, the Phase I test report
4 and Phase Ia and Ib, this is something that I'm
5 reading -- you can certainly question Ray Owings this
6 afternoon -- it says the Phase I test report should be
7 available in about two months. It's not needed by me.
8 We used the Phase I testing to define what we were
9 going to do in Phase II. We've had long internal
10 discussions and had the Phase II test report available
11 forever. That's what we base the judgments that are in
12 the request for comments on. So, I think it's all
13 there, however, just to dot our "i"s and cross our
14 "t"s, our research folks will prepare a Phase I test
15 report and we expect that around November.

16 We are certainly sorry to hear that this
17 contractor, SEA, has made errors in the measurement of
18 the roll moment of inertia. We're very happy that the
19 roll moment of inertia isn't used in calculating
20 static stability factor, but we certainly appreciate
21 this information. If you get any other information on
22 problems with our contractor, we'd love to hear it.

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1 Just checking. Thank you. Any questions on rollover
2 because I'm going to move off it and go into lighting?

3 (No response.)

4 Thank you.

5 Question 59 asks the status for a test
6 protocol for possible lighting.

7 I think most of you know we awarded a
8 contract to the University of Michigan Transportation
9 Research Institute last September for a Phase I. They
10 are winding that up and are required to report on how
11 likely a second phase would be to be successful. The
12 second phase is to incorporate the headlamp
13 characteristics that consumers find important into a
14 comprehensive rating system while taking into account
15 the federally required performance necessary for
16 safety.

17 For those of you who haven't heard me go
18 off on this before, I'd always hoped that this sort of
19 a performance thing could be incorporated into a
20 standard, but we'll save that for another day.

21 Assuming the University of Michigan says
22 this is likely to be successful, they will then

1 develop a test procedure for gathering the
2 corresponding data. If everything works well, we hope
3 that we would begin data collection perhaps for the
4 model year 2002 fleet, more likely model year 2003.
5 Preliminarily, from what we know with the University
6 of Michigan, it appears that they're pretty optimistic
7 that this can be done successfully based on the
8 information they have gathered so far, so we expect
9 there to be a Phase II. We'll see what happens.

10 Question 60. Please discuss as fully as
11 possible the progress that's been made in developing
12 a summary safety protocol based on NCAP combined with
13 real-world.

14 We are trying to develop a vehicle safety
15 score. The score would be based on laboratory data
16 which would be the current NCAP front and side tests,
17 and real-world crash data which would include FARS,
18 NASS, our GES and state data files. However, no one
19 could, with a straight face, tell you that we have a
20 vehicle safety score and not include rollover in it
21 because rollover kills 1-out-of-3 vehicle occupants in
22 the United States. And so we need to factor rollover

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1 in. How best to do that is an issue that we are
2 currently awaiting further guidance on.

3 We will have rollover in it. We are
4 trying to decide how best to include the effects of
5 the real-world mix of crash situations, the relative
6 distribution of front, side and rollover crashes as
7 well as the consequences of those crashes. We need to
8 factor in the mix of seat positions tested by NCAP,
9 and we'd like to figure out a way to bring in the
10 effects of vehicle weight.

11 We are having a lot of our smart people
12 spend time coming up with this. We obviously need to
13 have some way to include rollover before anyone could
14 presume to put out a vehicle safety score, and we
15 don't yet know how to do that. But stay tuned,
16 perhaps we will. Yes?

17 MR. DONALDSON: I'm Jerry Donaldson from
18 Advocates. An integrated safety score is extremely
19 desirable, and having weighting is extremely
20 desirable, too. The thing that we're talking about
21 amongst ourselves is how that would be indexed to the
22 occupant.

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1 One of the problems would be the fact that
2 it would be a "generic" occupant whereas the
3 proportionality of risk in the different crash modes
4 can vary very widely depending on whether we're
5 talking about a child, a 5th percentile female, or 95
6 percentile male. Are you talking about anything like
7 that in the Agency?

8 MR. KRATZKE: Yes, we are internally. In
9 fact, one of the issues we've looked at, Jerry, is
10 older drivers and their greater propensity to side
11 crashes. Yes, we are trying to look at that and see
12 if we can use data to give, for instance, child,
13 adult, older person. Beyond that, can we get into
14 male/female and relative size, I don't think so. We
15 are looking at this with data, and I always keep
16 hoping.

17 As an aside, one of the things I'd like to
18 do for future public meetings. I'd really like to have
19 a presentation on hot issue. For one thing, I could
20 go out to the bathroom and have a cup of coffee
21 instead of talking for two hours and 15 minutes, but
22 also because I think it would be interesting to break

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1 this up. And I keep threatening the folks who are
2 doing our summary safety rating to come to the public
3 meetings with me and give a presentation, but it never
4 works. So, we'll see.

5 We're not thinking of putting this out, by
6 the way, in March or something like that. It's a
7 concept that we'd like to move the ball forward. How
8 can you pull together all this information and make it
9 meaningful based on data? That's what we're trying to
10 do. We think we need to have a lot of dialogue with
11 folks, but we'd like to have something to start with
12 instead of having people say, yes, it's important to
13 do this; yes, it's important to do this. We'd like to
14 show what we've done and have people take shots at it.

15 Number 61. When will we produce a final
16 summary of 2000 NCAP and have we finalized our list,
17 and what are our plans for the 5th female?

18 Okay. We will -- the model year 2000
19 testing is essentially completed, but we have one
20 optional side impact test where the manufacturer is
21 paying to test their vehicle that is going to be
22 conducted very soon. We don't have it scheduled. We

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1 have two tests that have been conducted that are still
2 under technical review. We will have all of the 2000
3 vehicles done and released to the public by the end of
4 October.

5 MR. JONAS: Have you published a list of
6 cars you are testing? We haven't seen one.

7 MR. KRATZKE: For 2001? No, I bet you
8 haven't, Steve. We had a meeting Monday in my office
9 to talk about it, and we are adjusting it. We expect
10 to publish that in October, earlier. We are not going
11 to start testing until we have some idea of what are
12 we doing, what are we trading off on. We are still
13 working that out.

14 For those of you who are knowledgeable,
15 the status of our plans for use of the 5th percentile
16 female test device is something that Congress is going
17 to decide, and we expect them to do that this month.
18 We'll let you know.

19 If anybody is interested in knowing, we
20 had said that the 5th female this year would not be
21 given any star ratings. It wouldn't be released as
22 part of NCAP. It would be done to get experience with

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1 that dummy in vehicles, given that it's required to be
2 in vehicles with frontal airbags, and we thought it
3 would be valuable information. We also thought that
4 since we hoped to raise the belted test speed for the
5 5th female at the same time as the mid-size male is
6 currently scheduled, that would be useful information,
7 but we'll see.

8 Number 62, Child Safety Plan again.

9 This is a very good description. I don't
10 know how you understood it so well, but it's exactly
11 right. We are looking at nine different areas for
12 ways to enhance child safety: data analysis, recalls
13 and investigation, rulemaking requirements and test
14 procedures, rulemaking for dummies, rulemaking for
15 labeling and consumer information, performance
16 ratings, ratings for ease of use and compatibility,
17 NHTSA information given out via the "hot line" and the
18 Website, and public information and education.

19 We are trying to cover a five to ten year
20 time frame, where we're going, what we're doing, and
21 the current status is we are scheduled to brief Dr.
22 Bailey tomorrow morning, and we will publish this for

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1 public comment by the end of the month, and we'll look
2 forward to what you have to say.

3 No. 63. At the June meeting, the Agency
4 indicated that adding child dummies to NCAP was a high
5 priority. What child dummies do we plan to use? Have
6 we developed any preliminary plan?

7 What we are doing -- what I meant to
8 convey -- is one of the things that's happened with
9 child safety generally is that people say "You ought
10 to use the back seats of the NCAP test vehicles and
11 get information on the performance of child seats".
12 Some people have said it's a horrible idea, can't do
13 this, can't do that.

14 What we'd like to do is, instead of basing
15 it on "back of the envelope" calculations, is put some
16 child dummies there and see what information we get,
17 and then decide based on actual test results instead
18 of on "back of the envelope" calculations.

19 There are a number of issues we haven't
20 come close to resolving. One of the interesting
21 things is that Australia does this and Europe does
22 this, and they do it very differently. Europe does it

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1 with a child seat in there, and it gives you some
2 information on the child seat but that's tied to the
3 vehicle. Australia selects four big-selling models
4 and puts them in comparable vehicle types, so all
5 passenger cars get one child seat with a dummy in
6 them, and they rate how that does. All pickup trucks
7 get a different child seat with a different dummy, and
8 they all do that. And the issues we have to grapple
9 with are what gives you the most useful information?
10 Should it be limited to vehicles with LATCH systems?
11 Should we compare the LATCH ones to seats secured by
12 seatbelts? Is it possible or reasonable to try to
13 rate the child seat performance? If so, how?

14 We don't have answers to any of these
15 questions because we don't have enough information to
16 have an intelligent answer to any of these questions.
17 We're going to get the information. We're going to
18 put child seats in at least five of the 2001 NCAP
19 vehicles. It's purely for research purposes. We'll
20 put them at both rear outboard seating positions in
21 the vehicle and see what we get. We have engineers
22 trying to figure out what's the best way to get this.

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1 If we have some more guidance at the end
2 of 2001, we hope in 2002 to put in more seats and
3 perhaps try different approaches. Does the Australian
4 make more sense than the European? But we have to
5 gather information to make a rational decision. We
6 don't have it, so have we developed any plans for
7 converting it into a rating? No. Will we use the
8 criteria developed in 2008? We don't know. We're just
9 gathering info. Questions?

10 (No response.)

11 Question 64. How long will the child
12 dummy test program be treated as research? Until we
13 think we know what we're doing. Will the request for
14 comments ask for comments on details of this? No, the
15 request for comments you should expect to see will
16 look like the vehicle compatibility plan. Does anyone
17 remember that? It will be at that level of detail.
18 It will be enough for you to have some idea of what
19 the Agency is doing. It won't be down at a micro-
20 level of detail like what injury criteria should you
21 use on a 12-month-old dummy in a rear-facing seat in
22 the back of a sport utility vehicle. It won't have

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1 that.

2 Now we're really gathering momentum
3 because we are getting near the end.

4 No. 65. At the last meeting, we said we
5 might use Nij for NCAP, but needed more experience.
6 Will Nij be part of the child restraint rating system?

7 We need more experience, just like we do
8 for NCAP. We don't know. We need to see it.
9 Obviously, we've put it in place in our standard for
10 advanced airbags. We'd like to have the same injury
11 criteria in the consumer information we put out. If
12 we don't, then there's sort of a disconnect. But we
13 need to understand how it works in these tests and how
14 it works in real-world data. That's what we're
15 looking for and, as I said to the second part, will
16 Nij be part of the child restraint rating system -- we
17 don't know what will be part of it right now. We're
18 getting information. We will certainly gather
19 information on Nij in that testing. What we'll do it
20 depends on what a bunch of other information says.
21 Any questions?

22 (No response.)

1 No. 66. Please update status and timing
2 for a reg decision regarding pressure locking radiator
3 caps.

4 Some of you, I think, were aware of my
5 frustration with our progress on this. We've reached
6 an internal Agency consensus, I'm stunned to report,
7 and we will have a Notice of Proposed Rulemaking -- I
8 know in my Scorecard I said October -- I think it's
9 more likely to be a Christmas present, but I will
10 leave it as October since I stand by that scorecard.

11 Question 67. What is the status of the
12 Agency review the Negotiated Rulemaking? Do we still
13 plan to do this?

14 The next meeting of the Negotiated
15 Rulemaking Committee regarding certification for
16 vehicles built in two or more stages is October 3rd
17 and 4th, here in Washington. We think there are a
18 number of important things upon which agreement can
19 potentially be reached there. There may be a need for
20 another meeting after that, we'll see. It depends on
21 that. But, honestly, I'm not going to do a Negotiated
22 Rulemaking here on transcript, so you'll have to wait

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1 and see.

2 VOICE: It says do you plan to offer a
3 counterproposal?

4 MR. KRATZKE: We have communicated with a
5 number of folks, and I'm not sure how I would
6 characterize that.

7 VOICE: What was the question?

8 MR. KRATZKE: I'm sorry. The question
9 was, in Question 67 it says does the Agency still plan
10 to offer a counterproposal, and my response was the
11 Agency has communicated with a number of parties and
12 the mediator, and I'm not sure how I would
13 characterize that, so I'm dodging. I'm not actually
14 answering that question.

15 No. 68. It's too long to read. In any
16 event, we now have a docket that allows you to search
17 NHTSA interps, but you can't see the incoming. And
18 there's a suggestion, why don't you put up in your DMS
19 Web the incoming and the response, and let people do
20 that.

21 Well, you'll be stunned to learn that we
22 think that's a good idea. We talked yesterday, we

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1 need to work with DMS to see if they will agree to do
2 this. There are some crazy details like what do you
3 put in this field, who does what where -- we can
4 handle that. We expect to do it. We hope to have it
5 up and going by the time of the next public meeting in
6 December. I hope that's helpful. If this happens, we
7 are going to stop our current practice of sending the
8 paper copies of the incoming and outgoing to the old
9 paper Docket Room up on the fifth floor of NHTSA, the
10 theory being that if the paper copies are down in the
11 DOT Docket and available on the WorldWideWeb, that you
12 really don't need another one there.

13 We would like to remind people that if you
14 want to electronically word-search our interpretation
15 letters, the outgoing, you will not be able to do that
16 on the DMS system. So we will continue to place the
17 outgoing letters on the NHTSA Website. Yes?

18 MR. DONALDSON: I don't have a question,
19 but I wanted to make a point on that. Some of the
20 people in the room may not be aware that there are
21 significant differences between TIFF and PDF formats,
22 and they may not be aware that at the level of what

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1 constitutes the official administrative record of
2 anything in any of the modal administrations as
3 decided by the tenth floor is a TIFF version and not
4 a PDF version, and the reason that is is that the TIFF
5 version, if you look at 10 or 50,000 pages of TIFF
6 documents, there will be no errors in them, but if you
7 look at 10 or 50,000 pages of PDF documents, you will
8 see hundreds of errors in them because they make
9 scanning mistakes. And one of the scanning mistakes
10 they do which would be critical to engineering issues
11 is that they very often misscan numbers and you'll get
12 the wrong numbers in a PDF document. So, I just
13 thought that the group would like to know that the
14 TIFF version is the official version.

15 MR. KRATZKE: Thank you. Ray?

16 MR. OWINGS: If you're finished, I wanted
17 to say a couple of things.

18 MR. KRATZKE: You can, but I'm not
19 finished. I'm done with this. Is it on this subject?

20 MR. OWINGS: No, it's on ESV. I'll wait
21 'til the end.

22 MR. KRATZKE: I have two more to go. I

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1 promise I'm going to finish because, otherwise, I'll
2 have to finish.

3 No. 69. Estimate for timing and status of
4 any remaining issues on the 572 SID/HIII side impact
5 test dummy.

6 There aren't any outstanding and
7 unresolved issues, and we'll publish an NPRM in
8 November. You don't want anymore.

9 And now my favorite. Remember those
10 handouts I gave you at the start? I'd like everybody
11 to go back and find it. This question here asks,
12 could we provide a list of Docket Numbers and subjects
13 for all active rulemakings.

14 What I have done is print out the first
15 100 of 631 that are up on the DMS Web. To get this
16 list, what you do is go in, switch it from Dockets and
17 Documents to Dockets Only, and you can have the
18 listing of all 631 NHTSA rulemaking dockets that are
19 currently open. You'll get title. You can search by
20 subject matter if you're interested in one particular
21 area, say, lighting or rollover or whatever. It will
22 give you all the different dockets.

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1 One of the things we're all learning to
2 live with is when we publish a Notice of Proposed
3 Rulemaking, the Final Rule always has a different
4 docket number. It probably doesn't have to work like
5 that, but that's how the DMS system is set up. And at
6 this point, the advantage of having Web access to the
7 entire docket seems to outweigh the problems of not
8 being able to readily go in and say "where's all the
9 lighting things" Is it difficult to find the NHTSA
10 active rulemakings? Does anyone want to follow up on
11 this question?

12 (No response.)

13 If not, before I turn this over to Ray, I
14 wanted to remind everyone, we will reconvene in
15 Detroit -- well, actually Romulus Best Western. This
16 is the one near the airport, not the one in downtown
17 Detroit, as some of you found out in March. It's
18 right by the airport. It's December 14th -- that's a
19 Thursday -- same time, same place. Anybody have
20 anymore questions because, if not, you're going to
21 hear about ESV.

22 (No response.)

1 All right. Thank you.

2 (Whereupon, at 12:05 p.m., the public
3 meeting was concluded.)
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CERTIFICATE

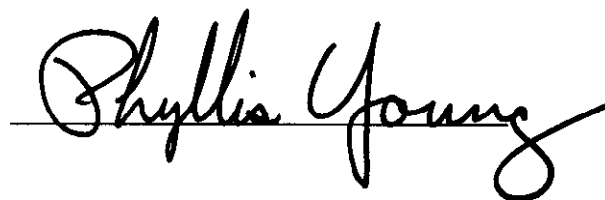
This is to certify that the foregoing transcript
in the matter of: PUBLIC MEETING

Before: NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION

Date: SEPTEMBER 14, 2000

Place: McLEAN, VIRGINIA

represents the full and complete proceedings of the
aforementioned matter, as reported and reduced to
typewriting.

A handwritten signature in cursive script, reading "Phyllis Young", is written over a horizontal line.